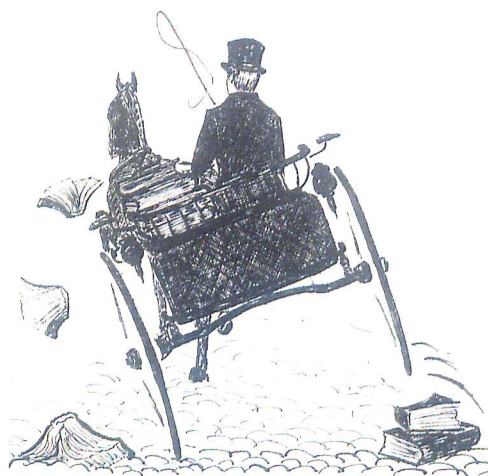


Stable Fittings.

MUSGRAVE & CO., LIMITED

Constructional
Ironwork, &c.

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187

PLATE LIV.
PAIR HORSE SPORTING PHAETON.

AND CANT BOARD $1\frac{1}{2}$ INCH SCALE.

Showing the method of framing the body, and the places for wirework. The bottomsides are framed into cross bars, and are made secure by plates fixed to the top of the hind and front bottomsides, and also made to run up the frames marked 1 and 2, and firmly fixed to the inside of the archpiece, thus making a very strong job. This is thought a very stylish turn-out when completed in good taste.

ENGLISH AND AMERICAN TASTE IN CARRIAGE BUILDING.

Our American friend, "The Editor of the *New York Coach-Maker's Magazine*," in his March number indulges in a little humour at our expense, the complexion of which we should not have exactly understood, but for two or three bitter sentences which show that his vanity has been wounded by the bare idea that anything can be equal to that which is produced on the other side of the Atlantic. Just premising that if he has found the standard of perfection in taste, we should have little chance in a contest with so powerful a champion, and the most arduous and anxious endeavours to contend against his literary ability and practical knowledge would only overwhelm us in deeper shame and defeat; we would say that if we must really believe on his word alone, we cannot dispute that American taste and design deserves to be the model for the admiring world; and would, therefore, shut up our shops, and set off on a voyage to the States, to "take sights" and "get wrinkles" that will enable us to revolutionise the antiquated fashions of the old country on our return; but we would in all fairness suggest to our brother editor that mere self laudation will never settle the merit of any question, and indeed such boasting with us is sure to prejudice the side on which it is used by causing a suspicion that it is a lame cause which requires such aid. In this country we never suppose for one moment that a question of taste could in the remotest degree be influenced by considerations of national vanity, or that the commendations of busy or fussy men are any proof of great achievements, and for this reason we are still content to plod on, improving and adapting to our purposes even "notions" from America if we can turn them to any advantage. In a cosmopolite spirit we pick them up, not caring from whence they come, being perfectly satisfied if they add to our convenience; carefully sifting out the chaff, we retain that only which is useful and beneficial; and if our American contemporary would send us a well "screened" parcel entirely free from the light commodity, most heartily would we thank him. We don't lay claim solely to the possession of all that is good and beautiful—indeed there are many objects and institutions that are considered by many exceedingly good and suitable that we would rather look at through a telescope than see with the naked eye at home—and we are not much put out, if for our taste we are laughed at while our critics are "taking their tea" or "waiting for the waggon;" we don't even mind for once on a time being made the big bogie of a Christmas "fixin';" but with us March would be three months after dark, and we can't have a December laugh so far backward, nor could we keep alive for nine months more such

PLATE LII.
IRONWORK.

Fig. 1. A stay for the hind seat of a Gentleman's drag.
Fig. 2. A body loop for the front end of a Park phaeton. *Fig. 3.* A step for a phaeton or brougham. *Fig. 4.* An open step with one tread and two branches. *Fig. 5.* A single step with straight stem and collar. *Fig. 6.* A step with split stem and collar. *Fig. 7.* A Stanhope step with one tread and collar. *Fig. 8.* A step with scroll iron attached suitable for a Dennet gig. *Fig. 9.* A fall-down step with single tread. *Fig. 10.* A step with double tread suitable for a Dog cart. *Fig. 11.* A step with double tread, suitable for a Whitechapel cart. *Fig. 12.* A fall-down step with one tread. *Fig. 13.* A fall-down step with one tread.

PLATE LIII.
SKELETON CAB PHAETON,
AND CANT BOARD $1\frac{1}{2}$ INCH SCALE.

1st. Ascertain the extreme length of the body from 1 to 2, and lay it down on the cant board as shown from 3 to 4 on the cant.
2nd. Determine on the amount of turnunder of the shandoor, as shown from 5 to 6.
3rd. The thickness of the bottomside is shown at 7, and the rocker at 8.
4th. The back of the body and mode of framing is shown at 9.

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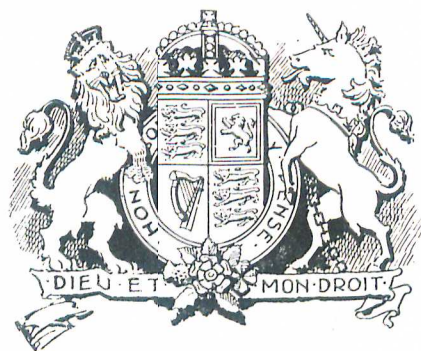
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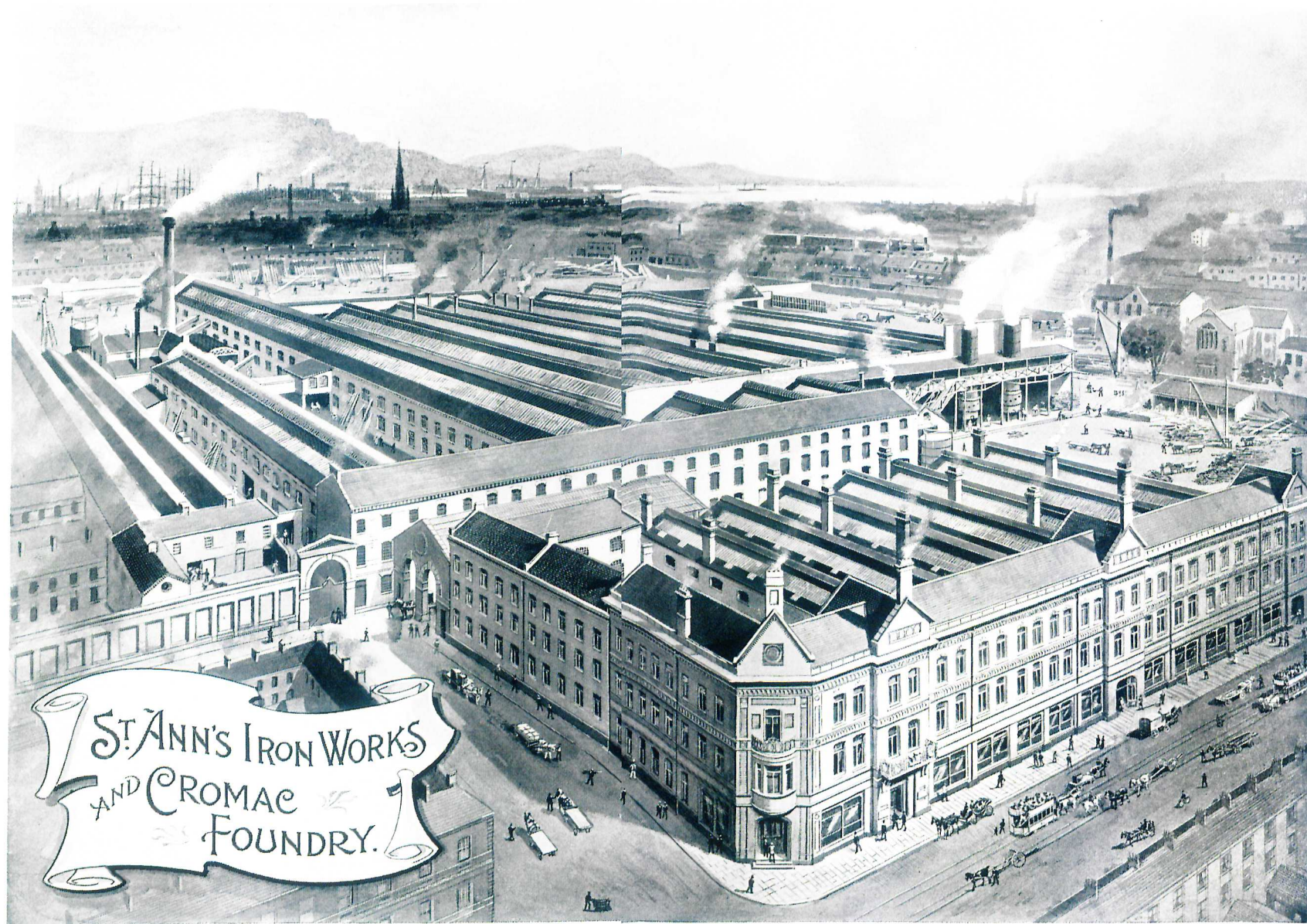
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PARIS	1867	MELBOURNE	1880
PARIS	1878	ANTWERP	1885-6
PARIS	1889	ANTWERP	1894

AND MANY OTHERS.



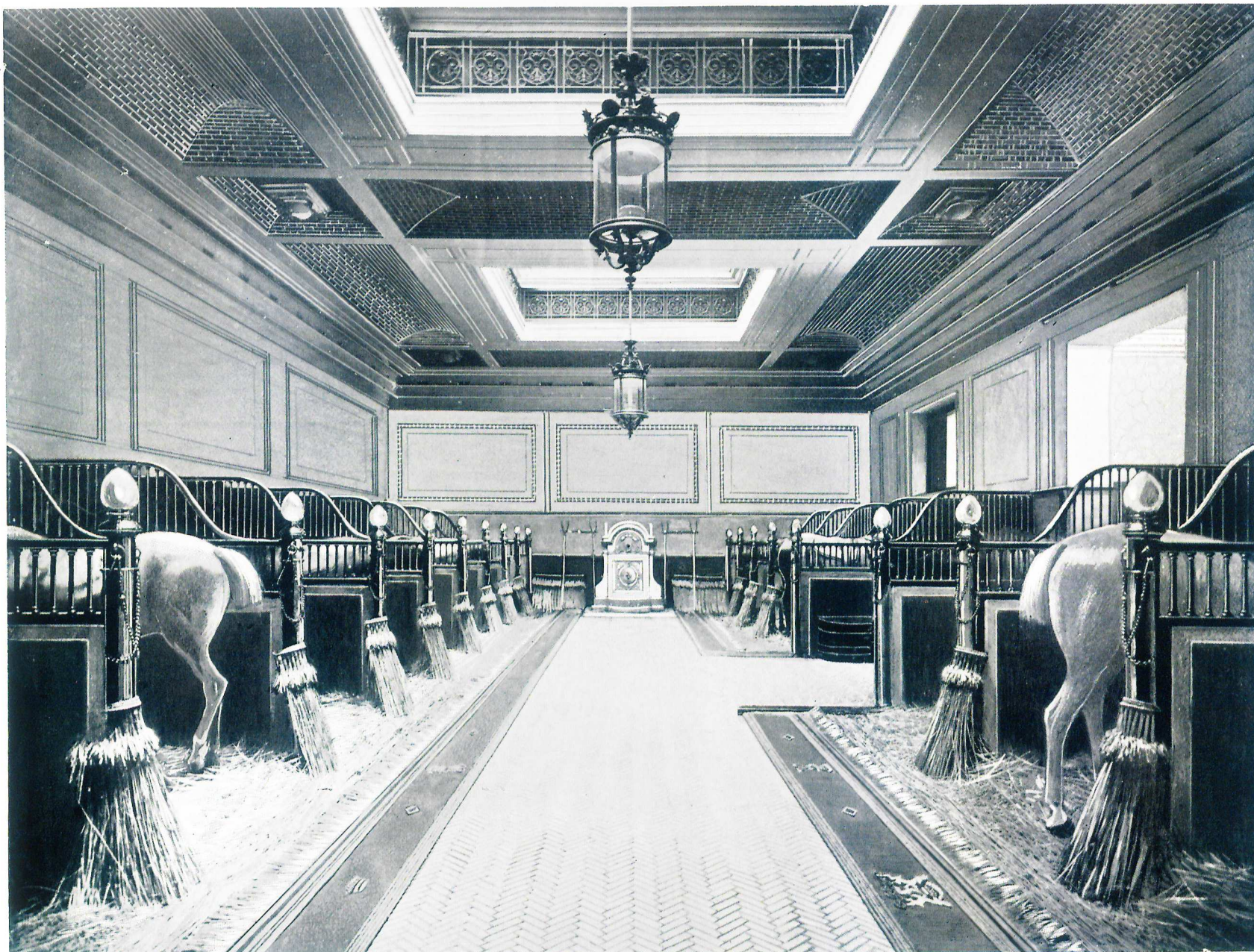
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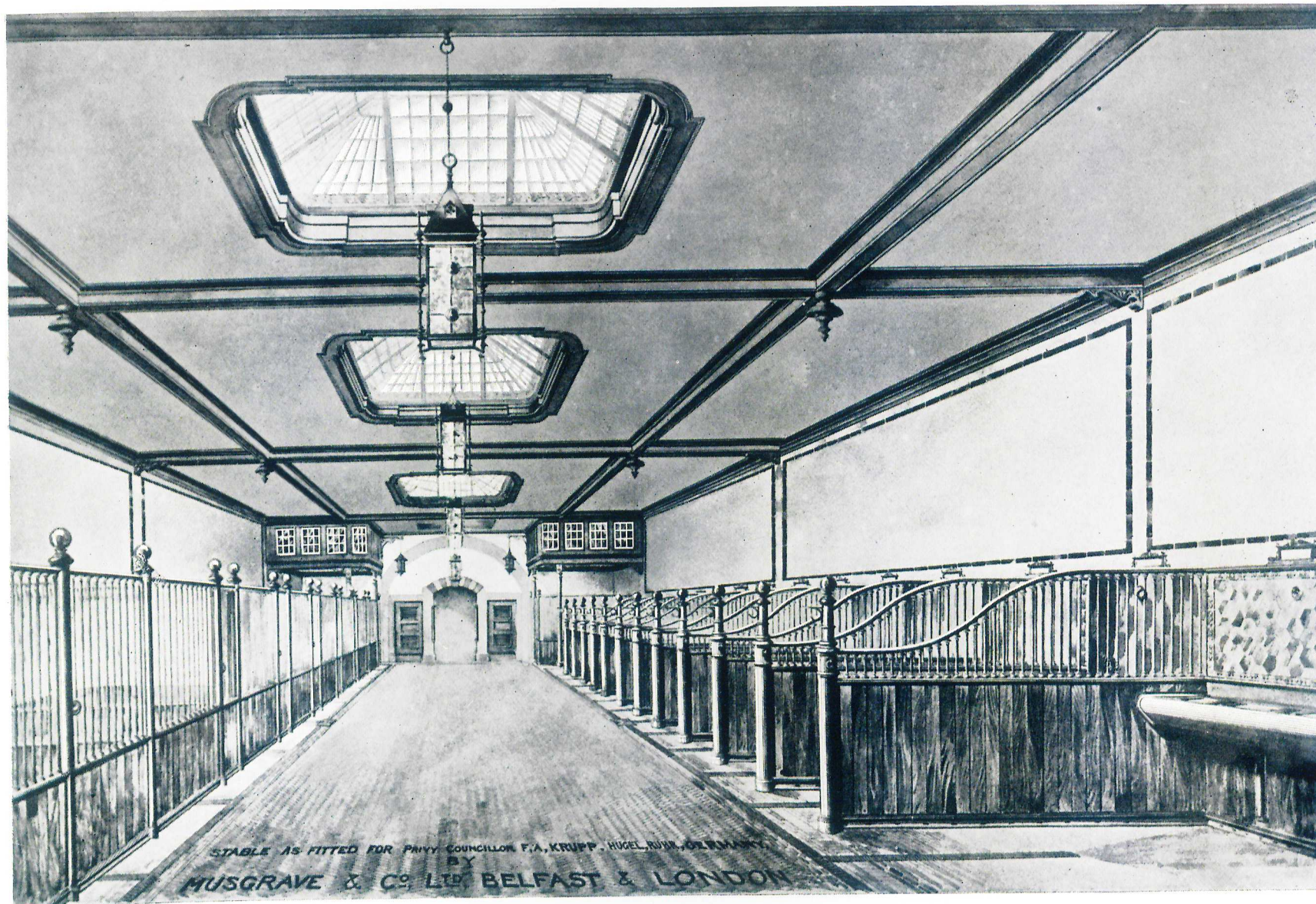
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BY
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Design of Stables for His Excellency Privy Councillor F. A. Krupp, ESSEN.

The work was executed with Stalls and Boxes on both sides of gangway.

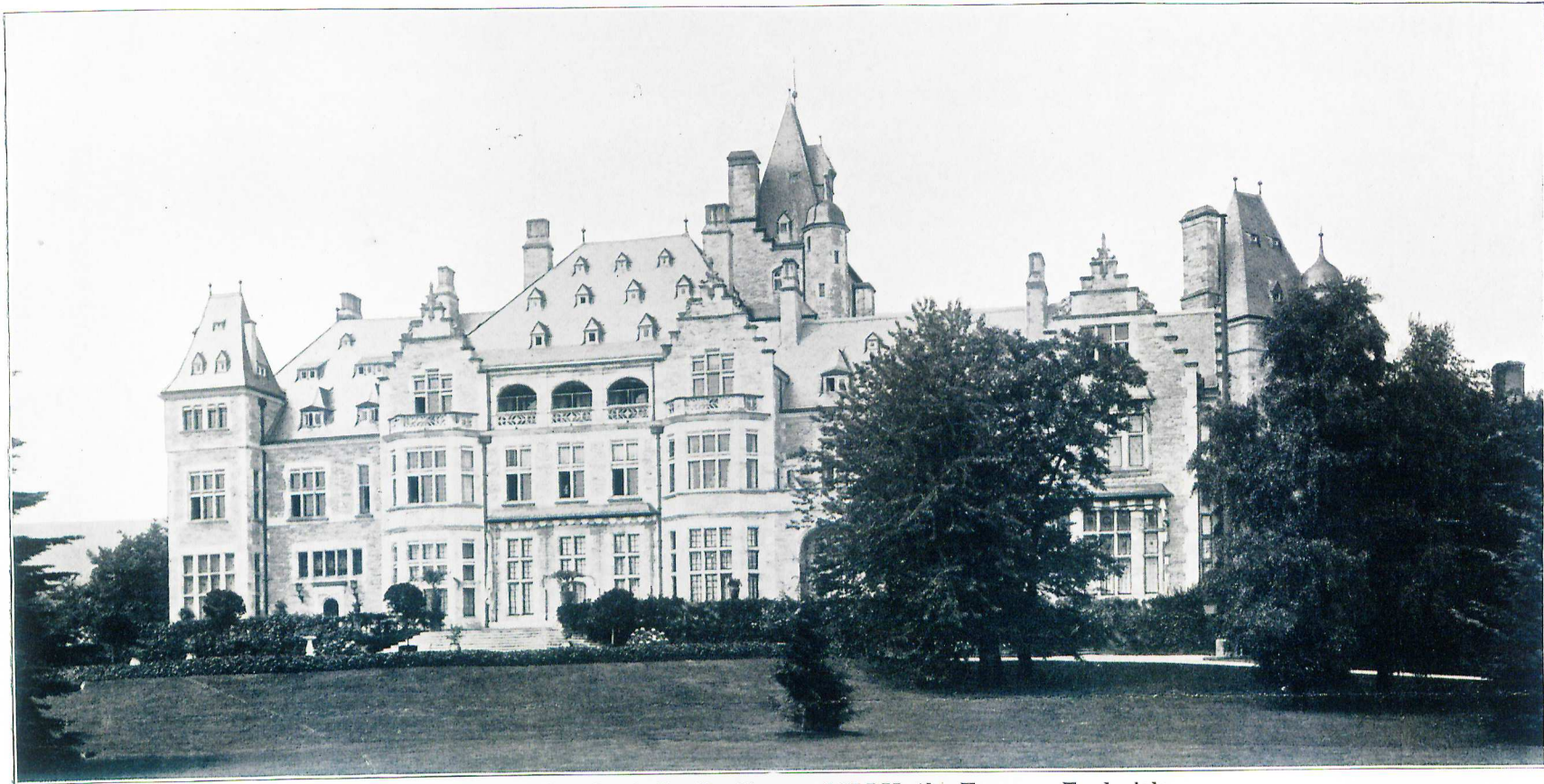
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Stable Yard of His Excellency Privy Councillor F. A. Krupp, ESSEN.



Friedrichshof, Cronberg, the Residence of H.I.M. the Empress Frederick.

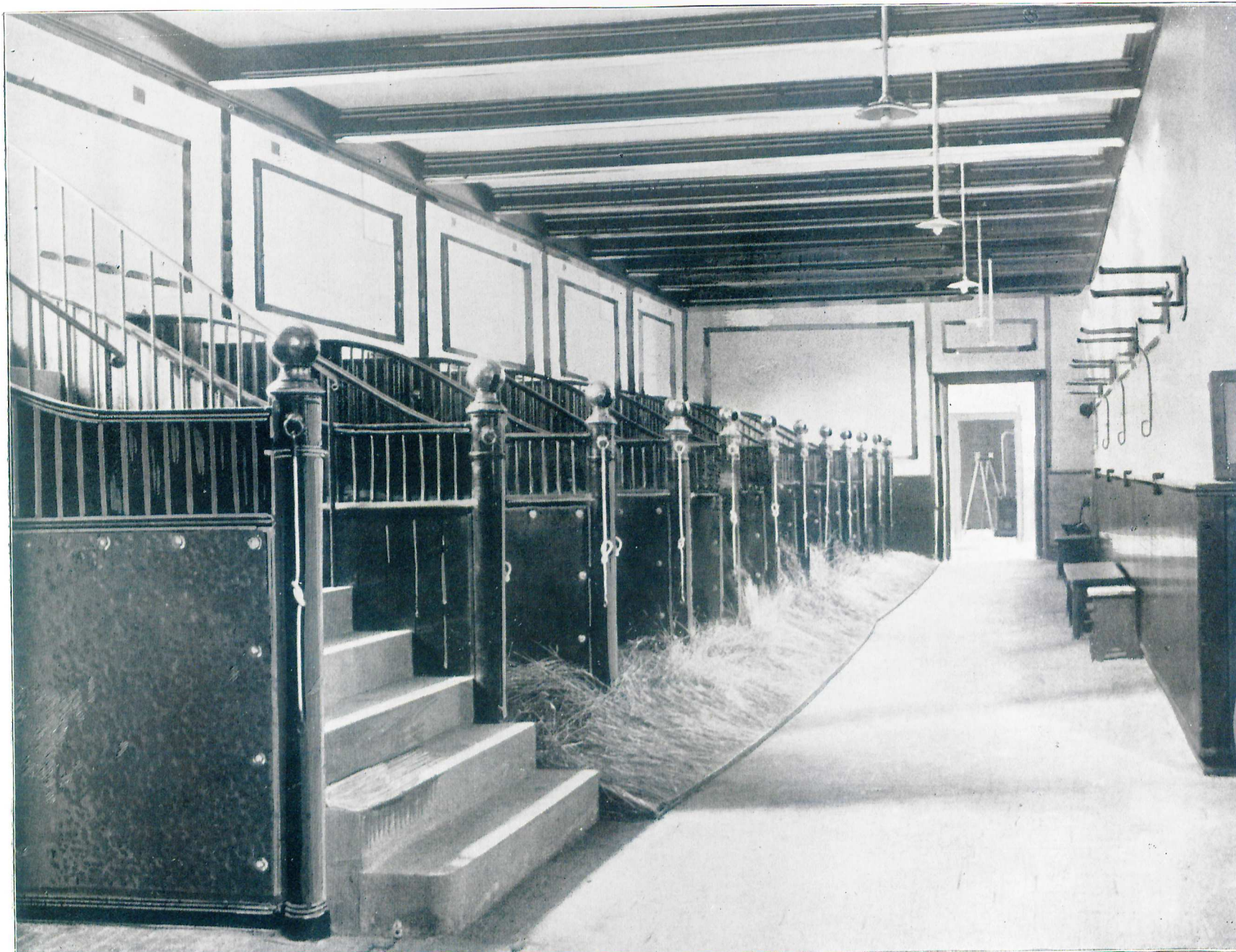


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One of the Stables at Friedrichshof, for H.I.M. the Empress Frederick of Germany.

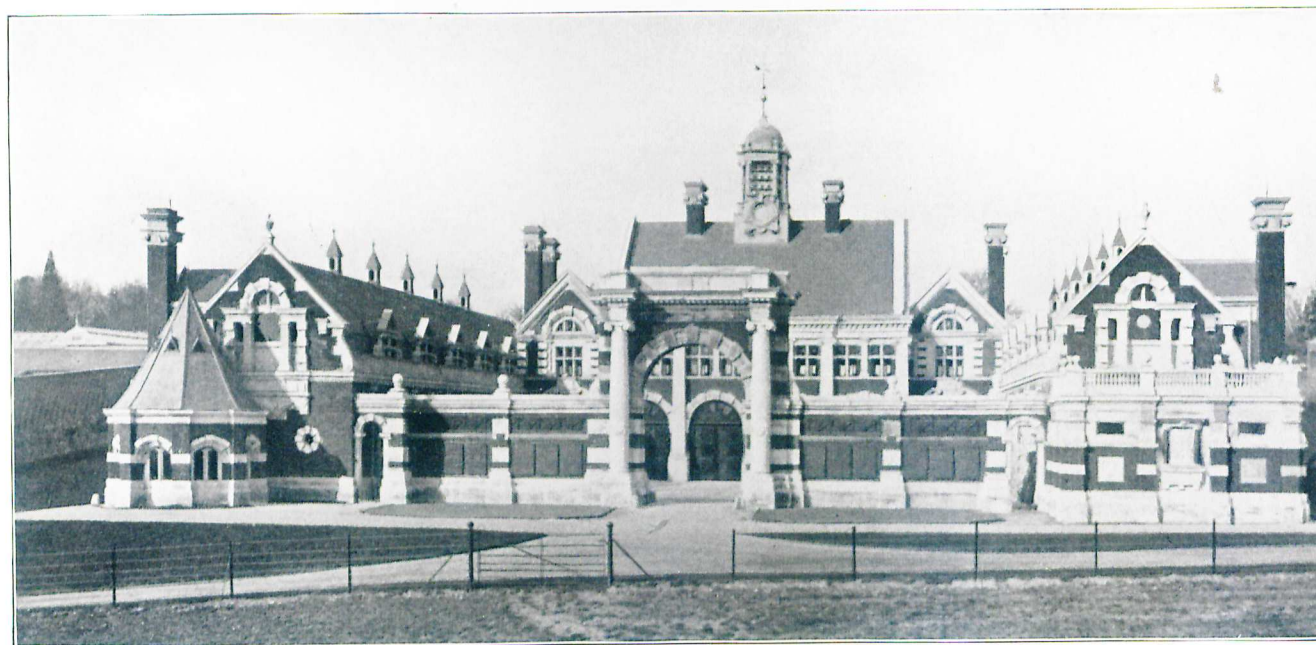
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Interior of Stable Yard: Sir David L. Salomons, Bart., Broomhill, Tunbridge Wells.

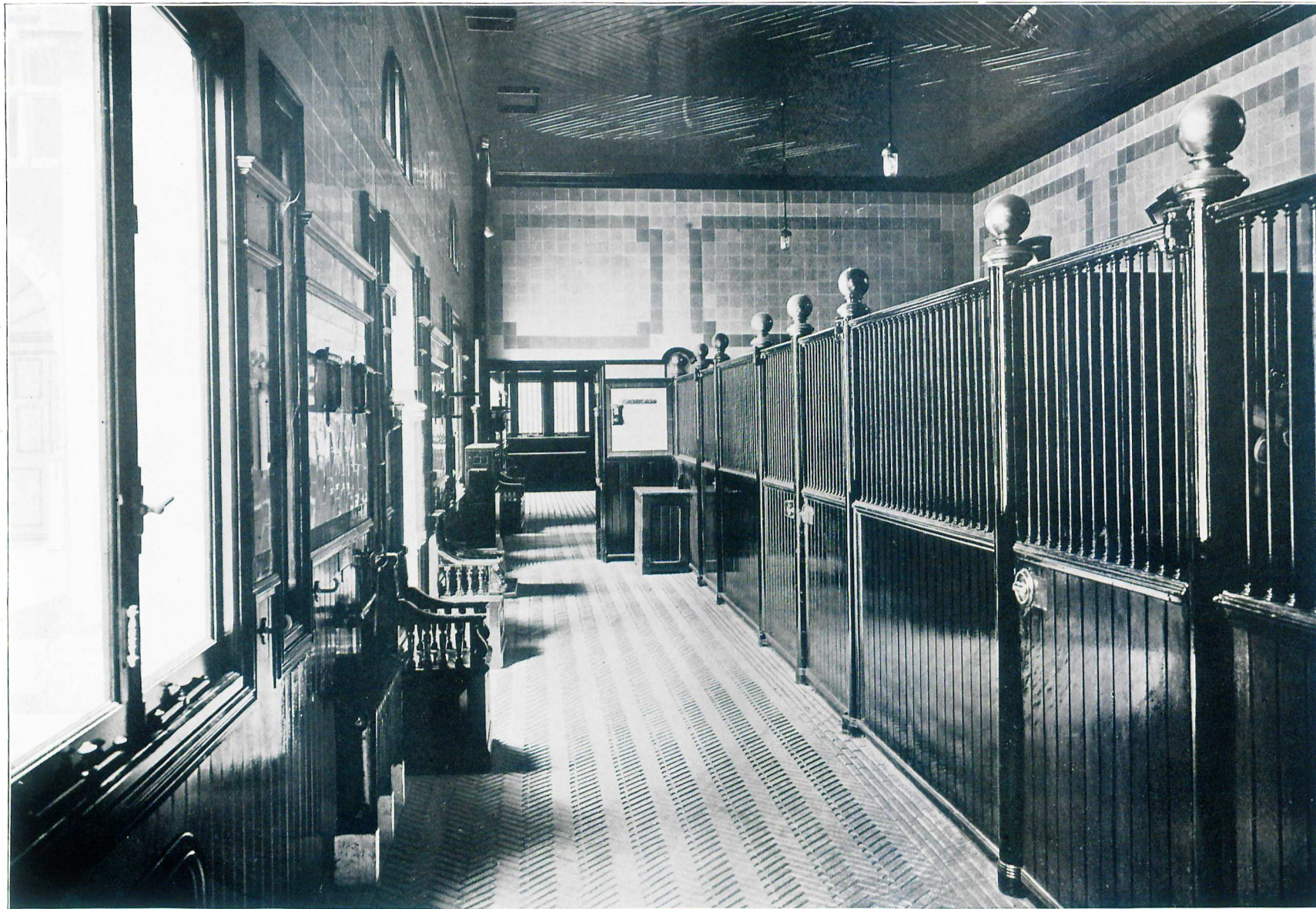


General View of Stable Yard, Broomhill, Tunbridge Wells.

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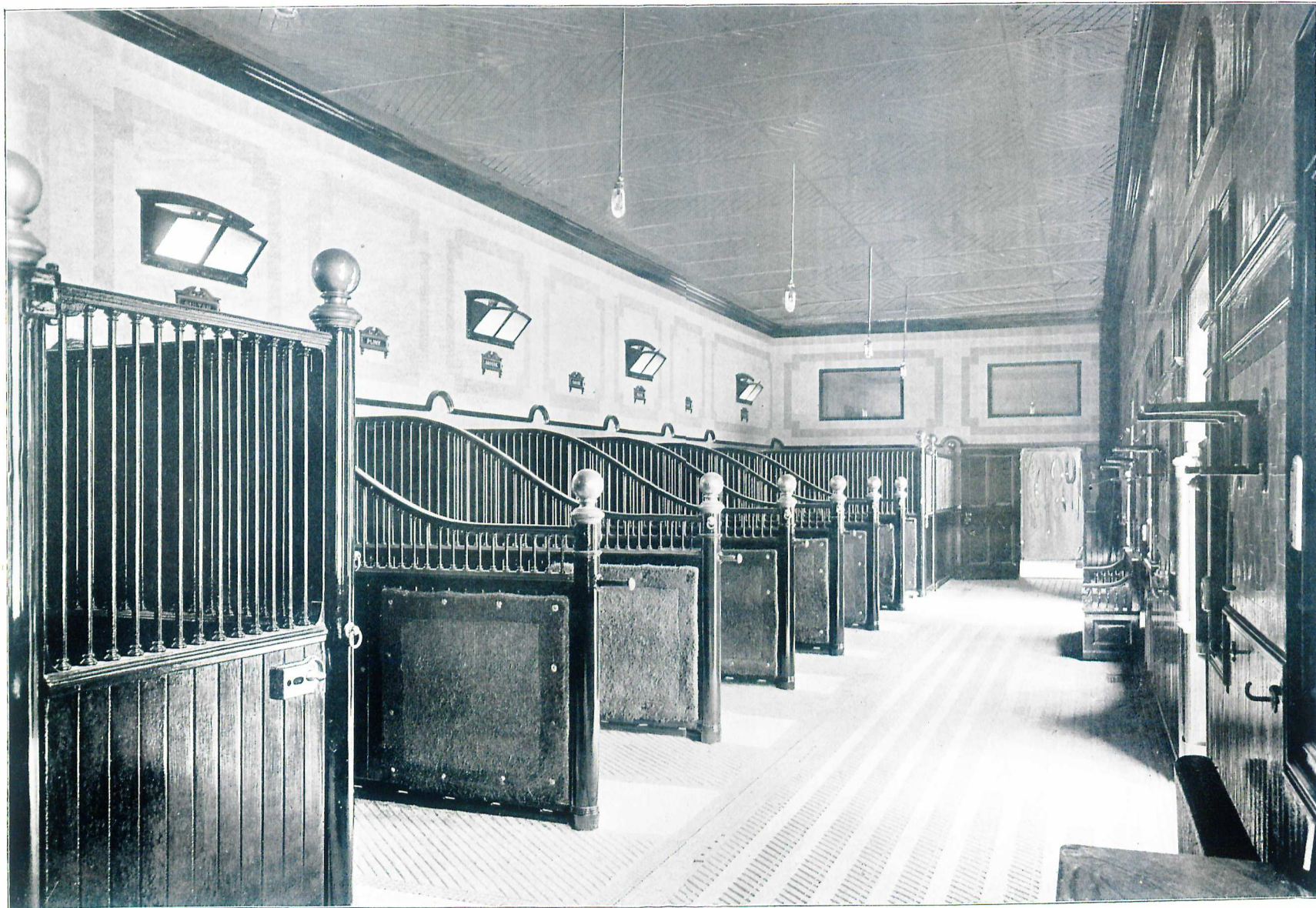


Loose Box Stable, Broomhill, Tunbridge Wells, for Sir David L. Salomons, Bart.

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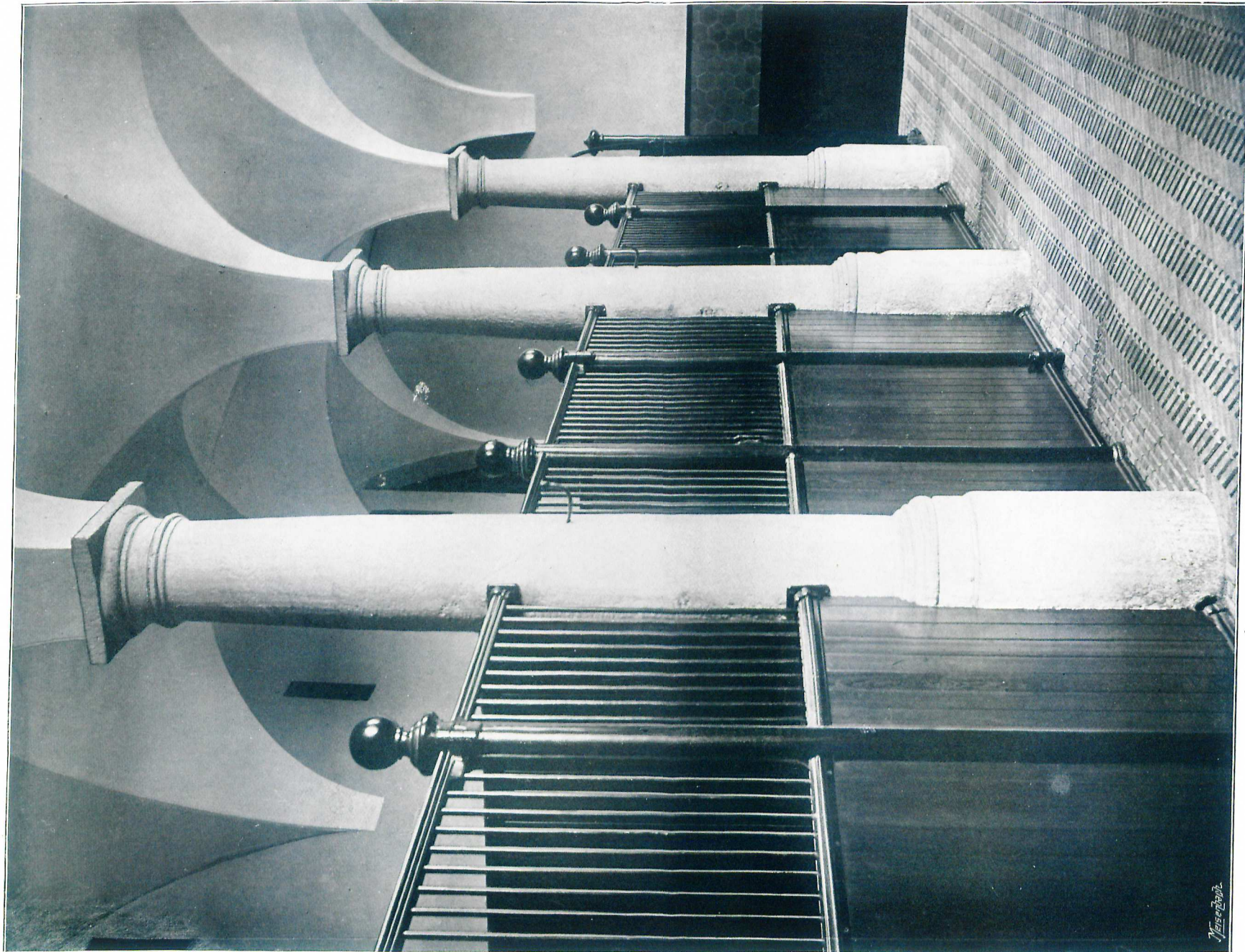


Stall and Box Stable at Broomhill, Tunbridge Wells, for Sir David L. Salomons, Bart.

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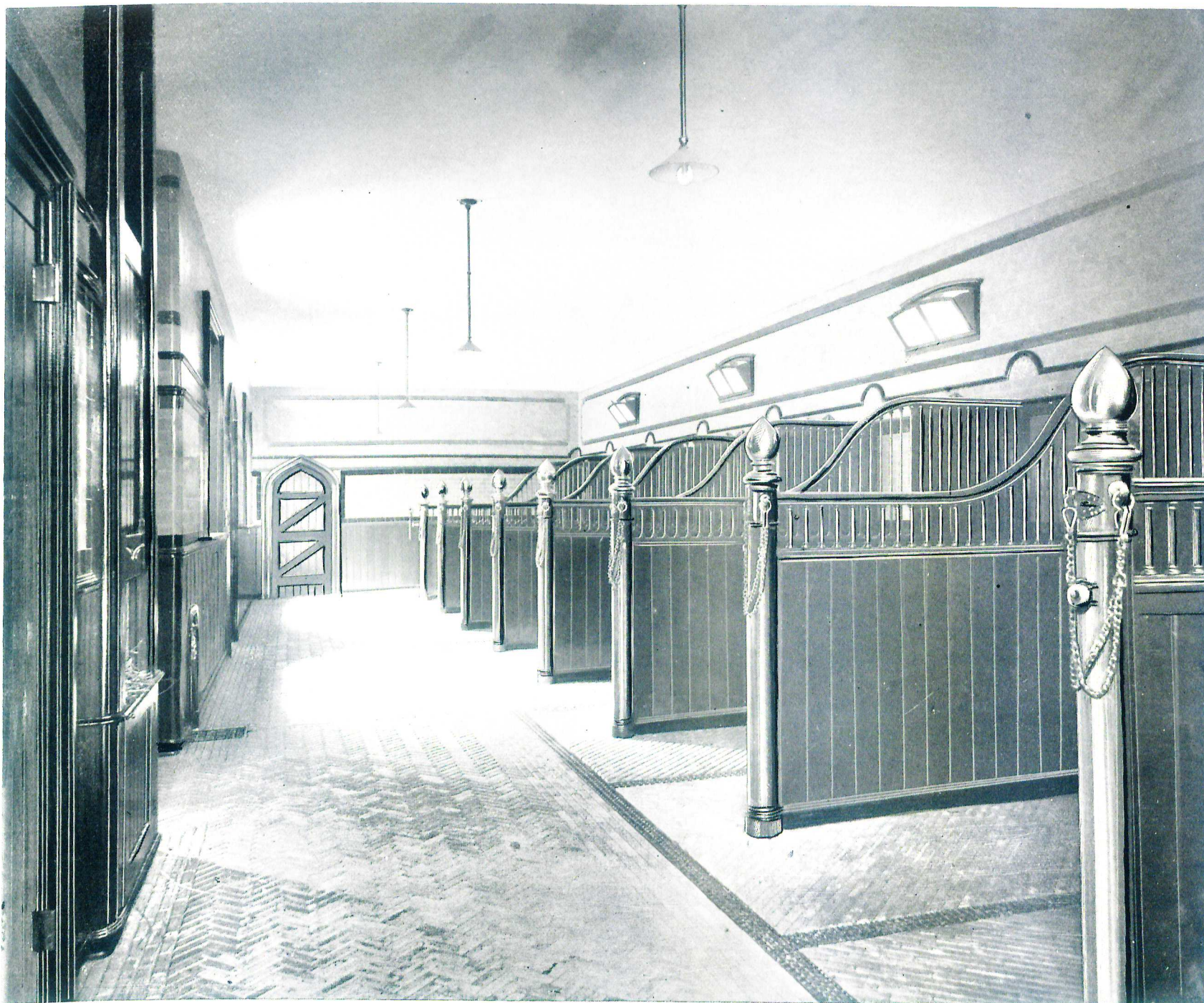


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Front View of Stalls for John Musker, Esq.

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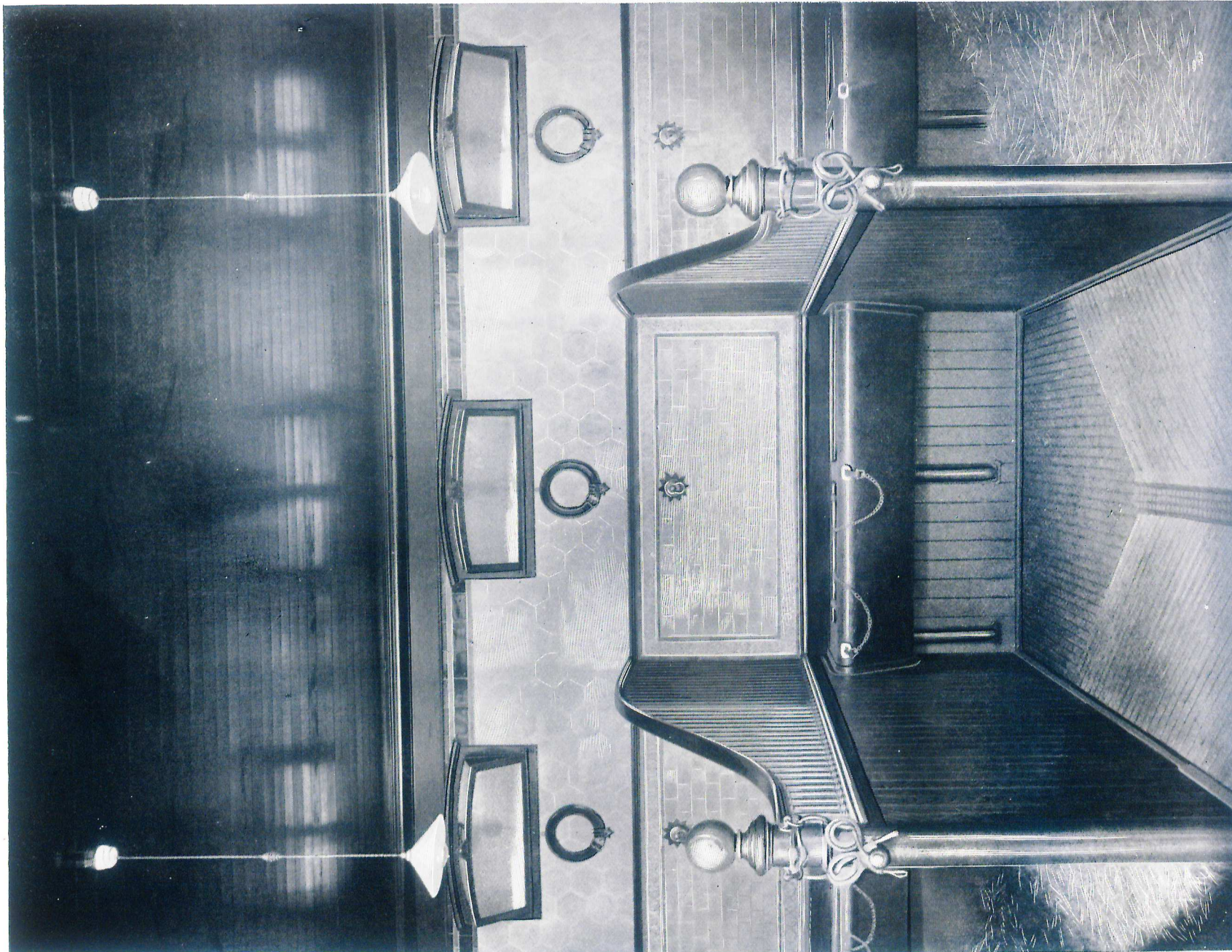
Stall Stable for A. Nuttall, Esq., BLACKBURN.

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Front View of Stall for A. Nuttall, Esq., BLACKBURN.

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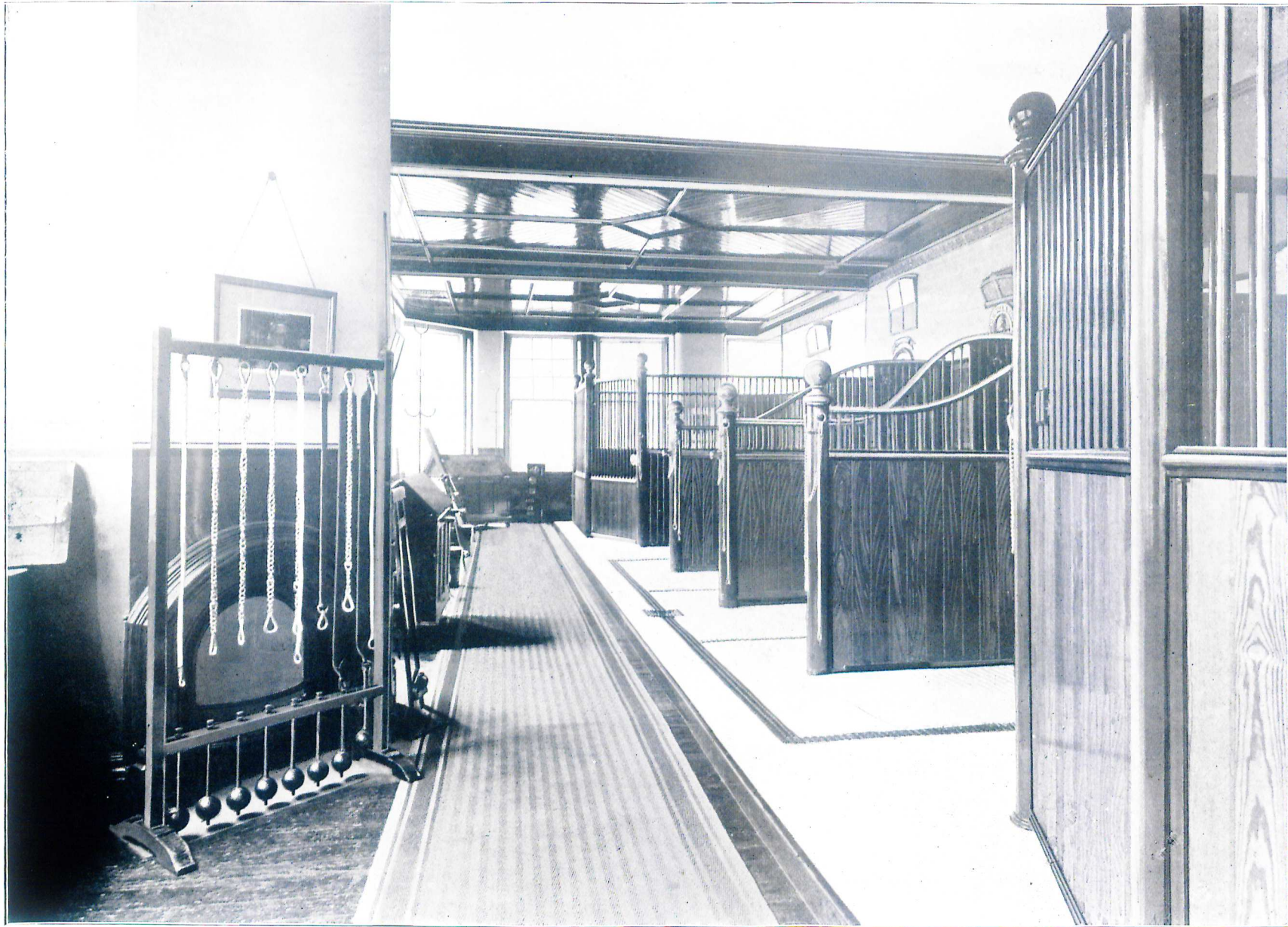


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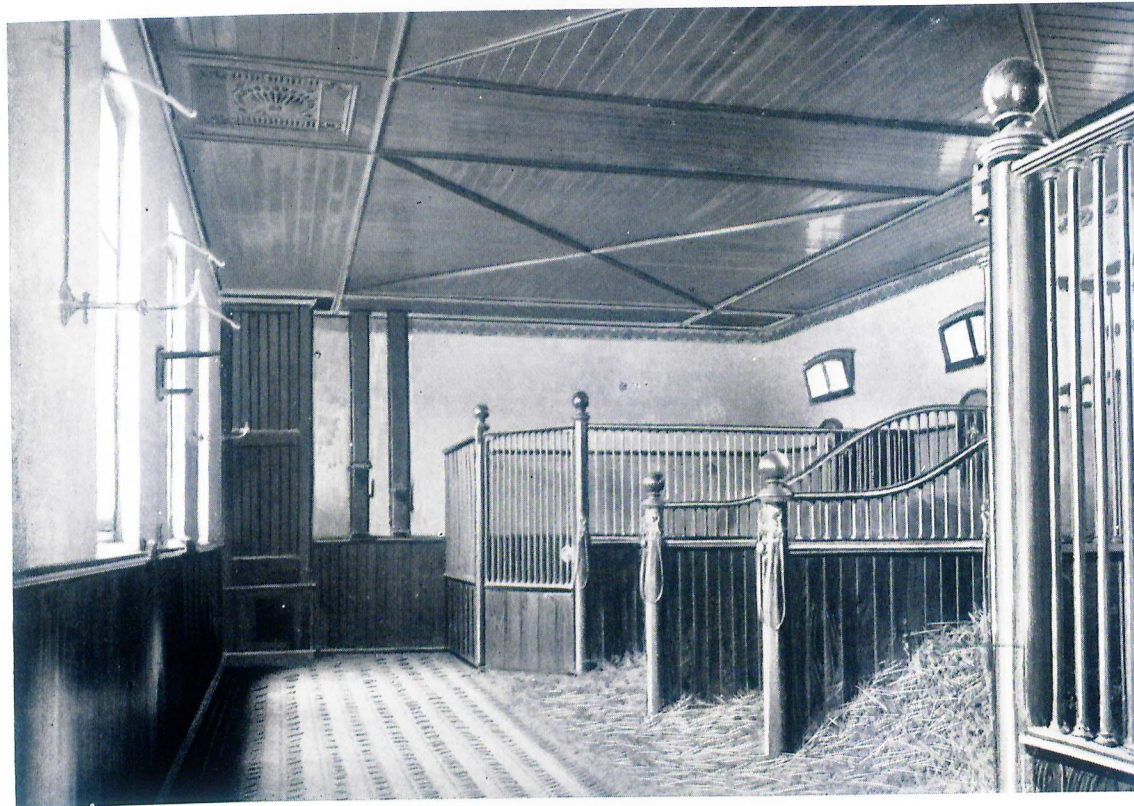


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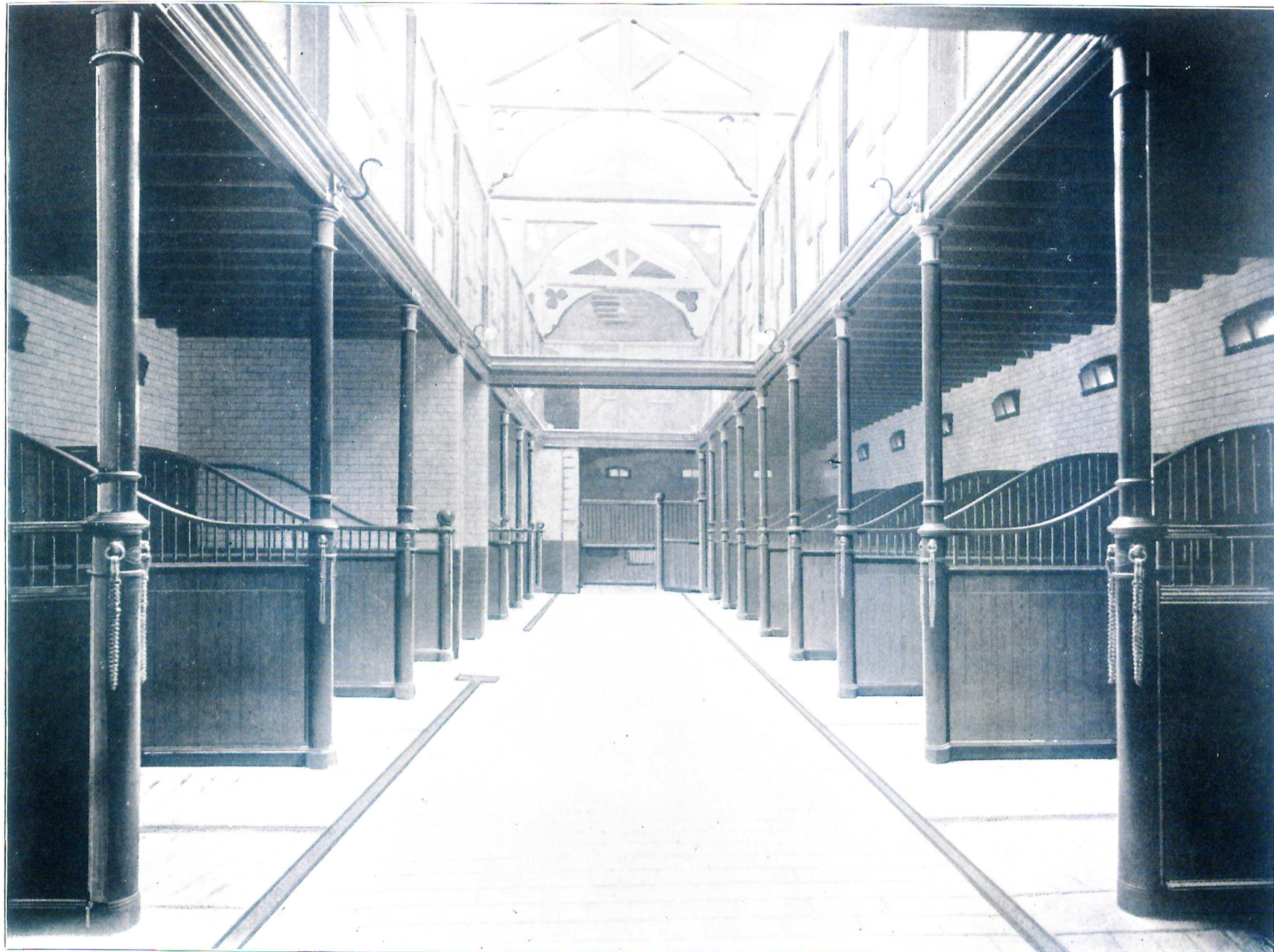


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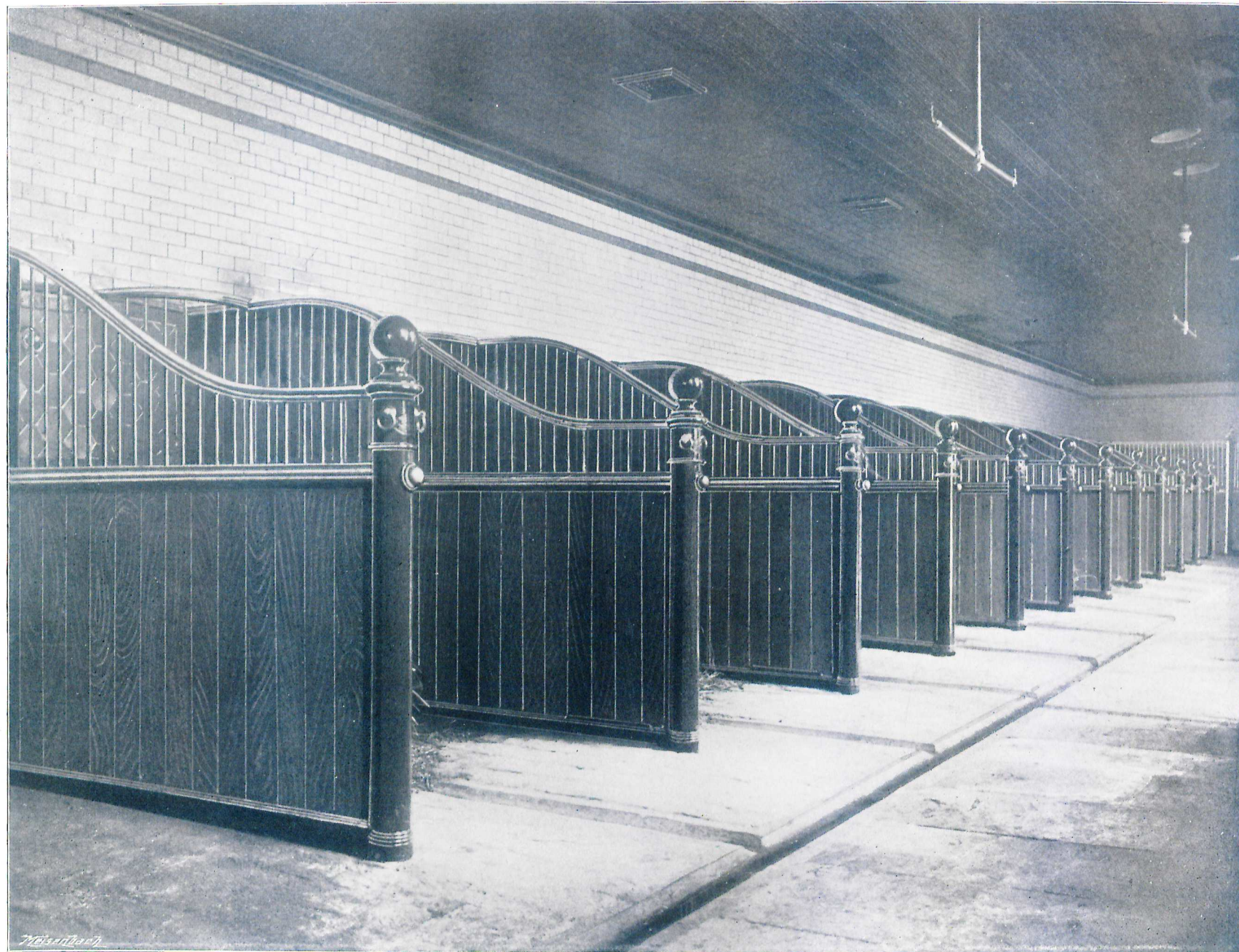
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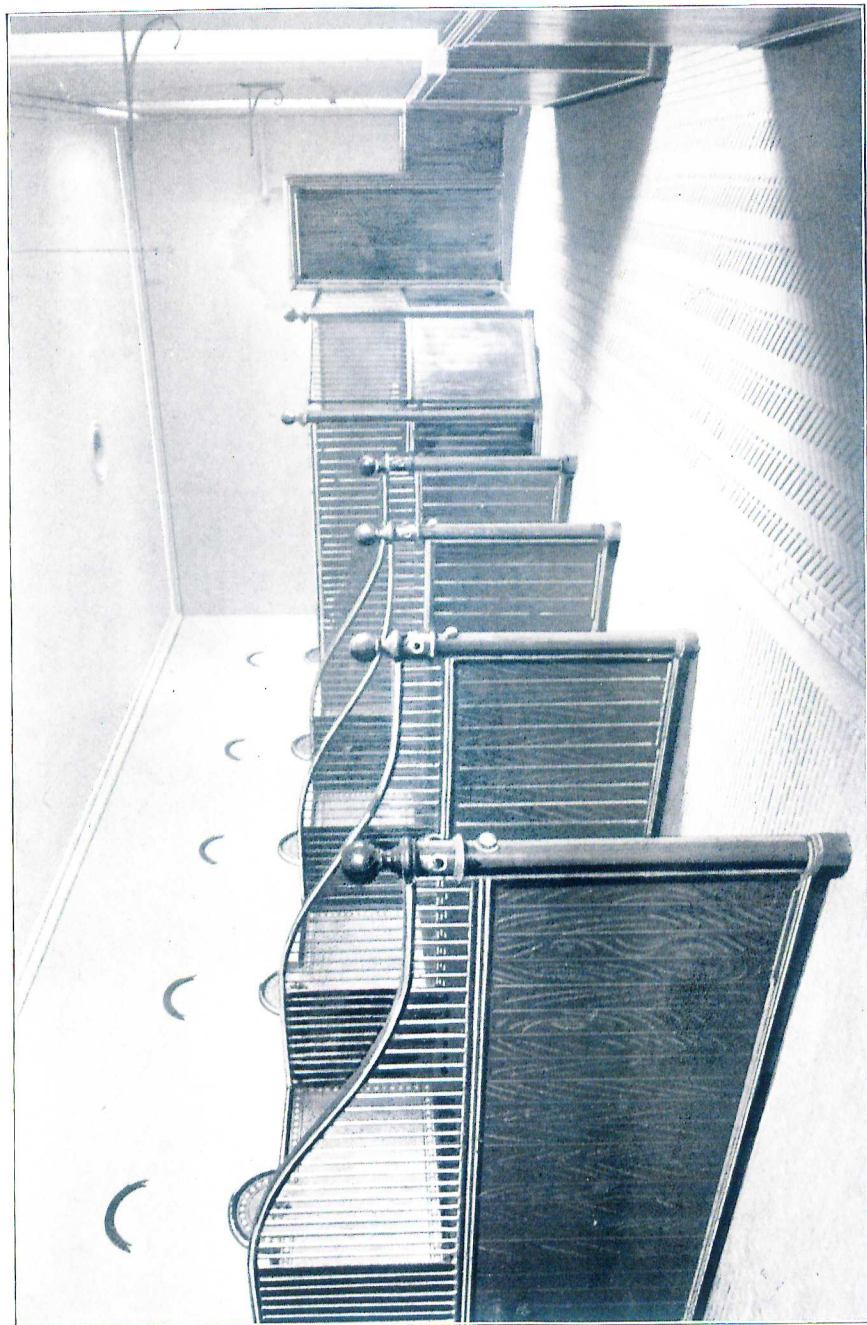
Part of Stables for Halifax Co-Operative Society.

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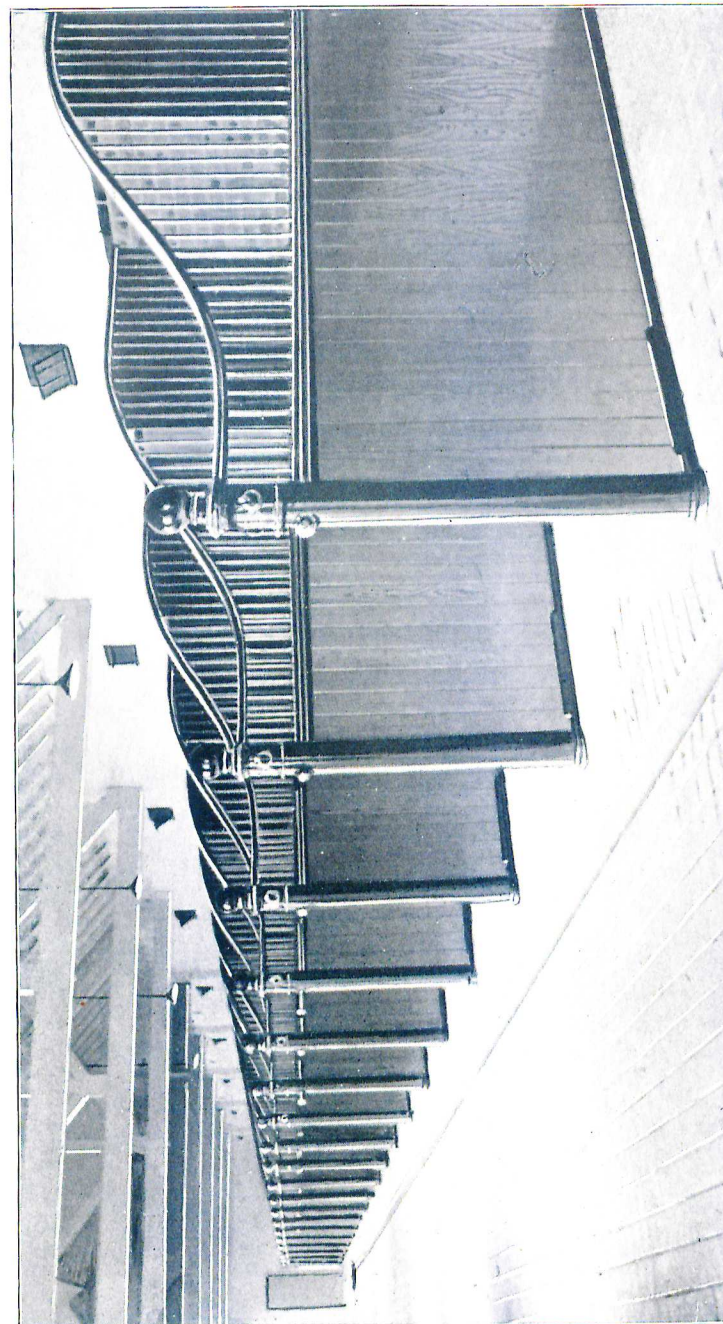
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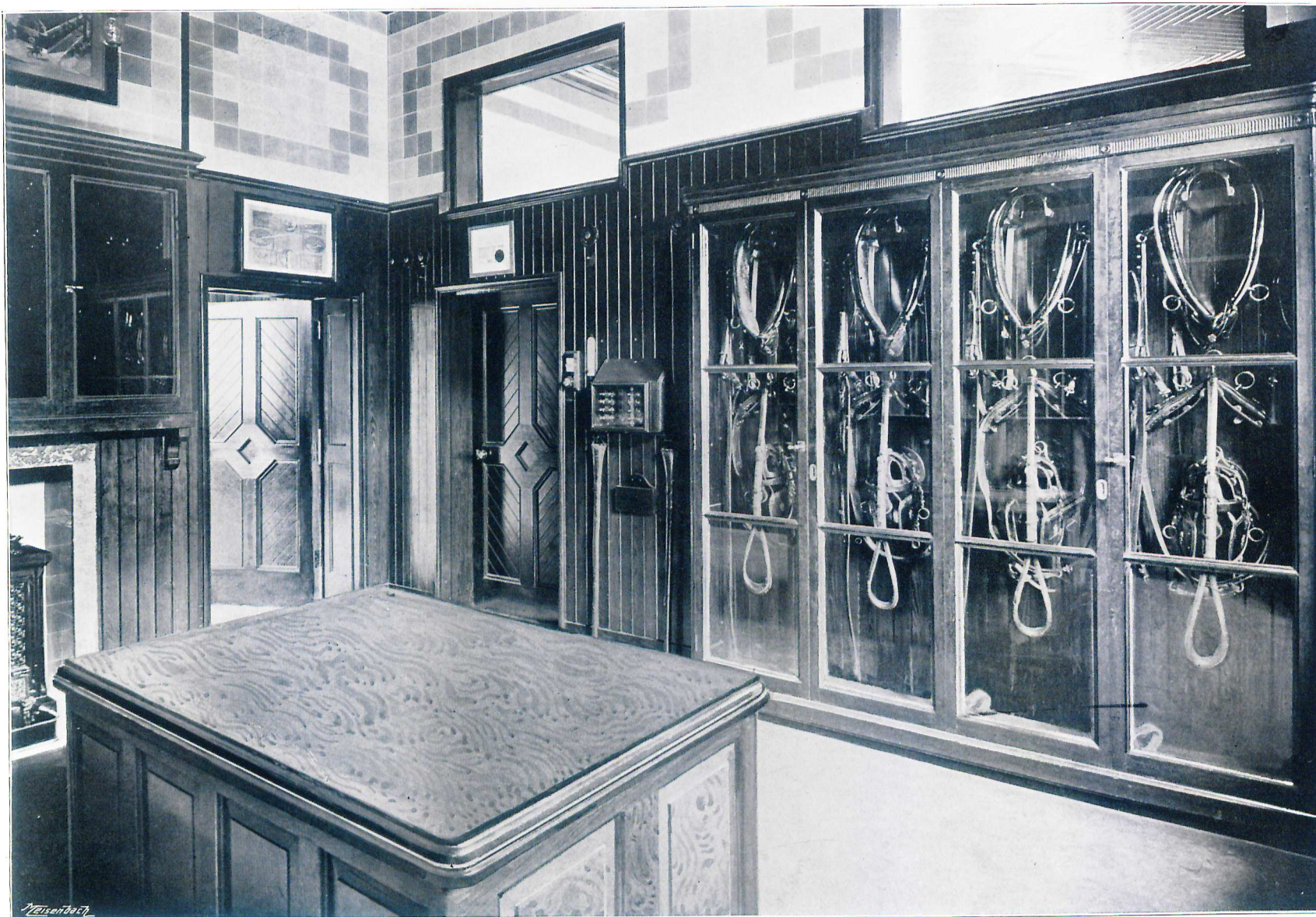
Harness Room, with Fittings in Polished Teak, for His Excellency Privy Councillor F. A. Krupp, ESSEN.

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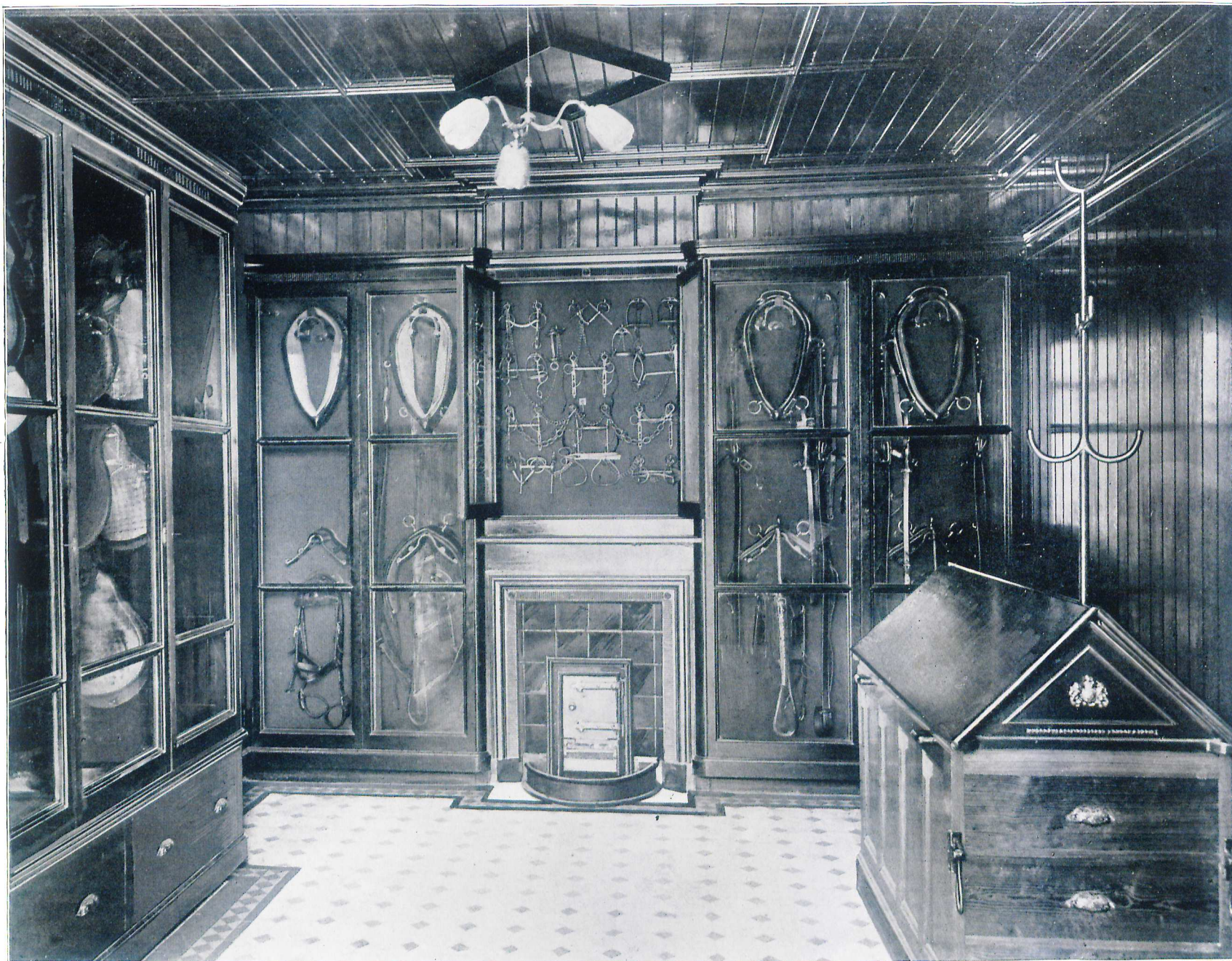
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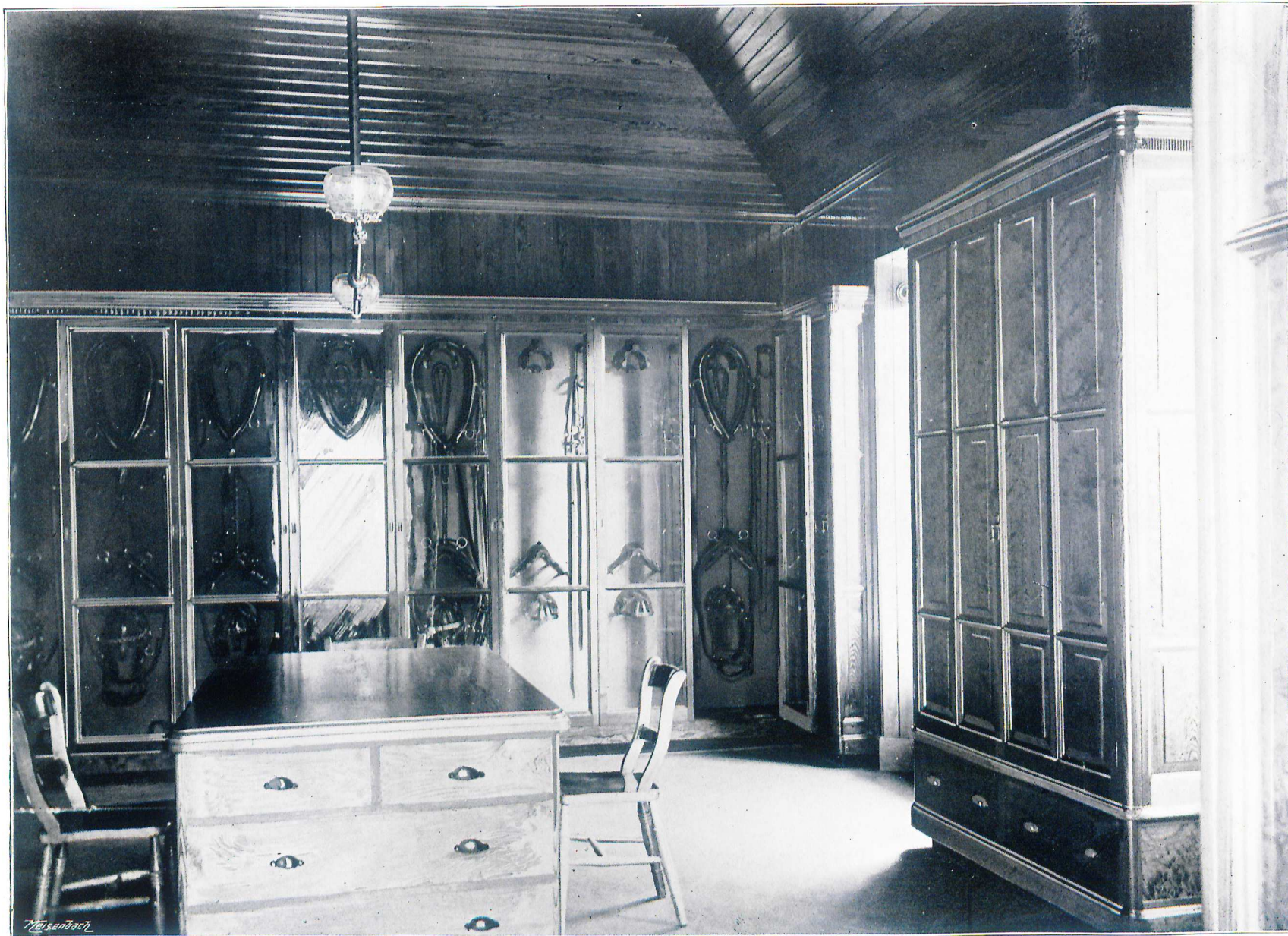


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Harness Room, Auchen Castle, for Wm. Younger, Esq., M.P.

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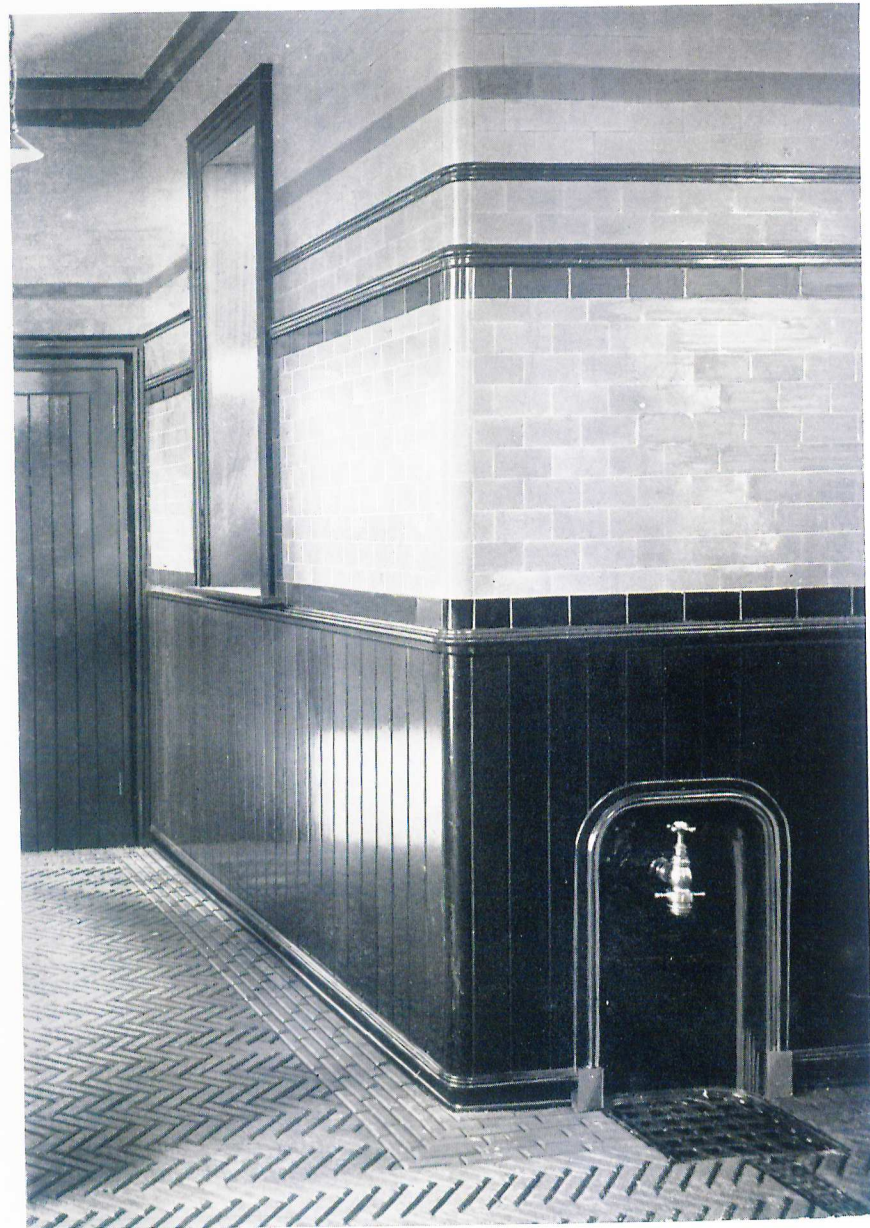
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Stable Door, with Roller Guards.



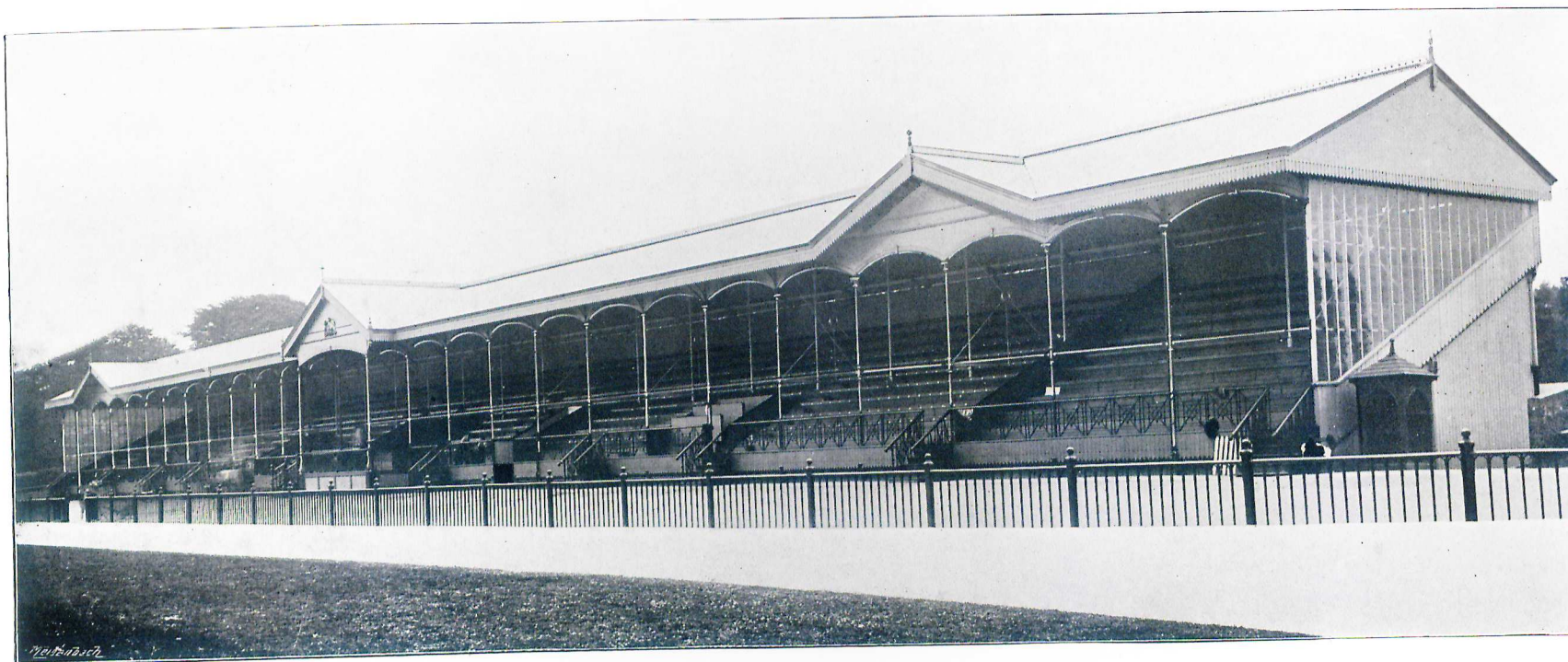
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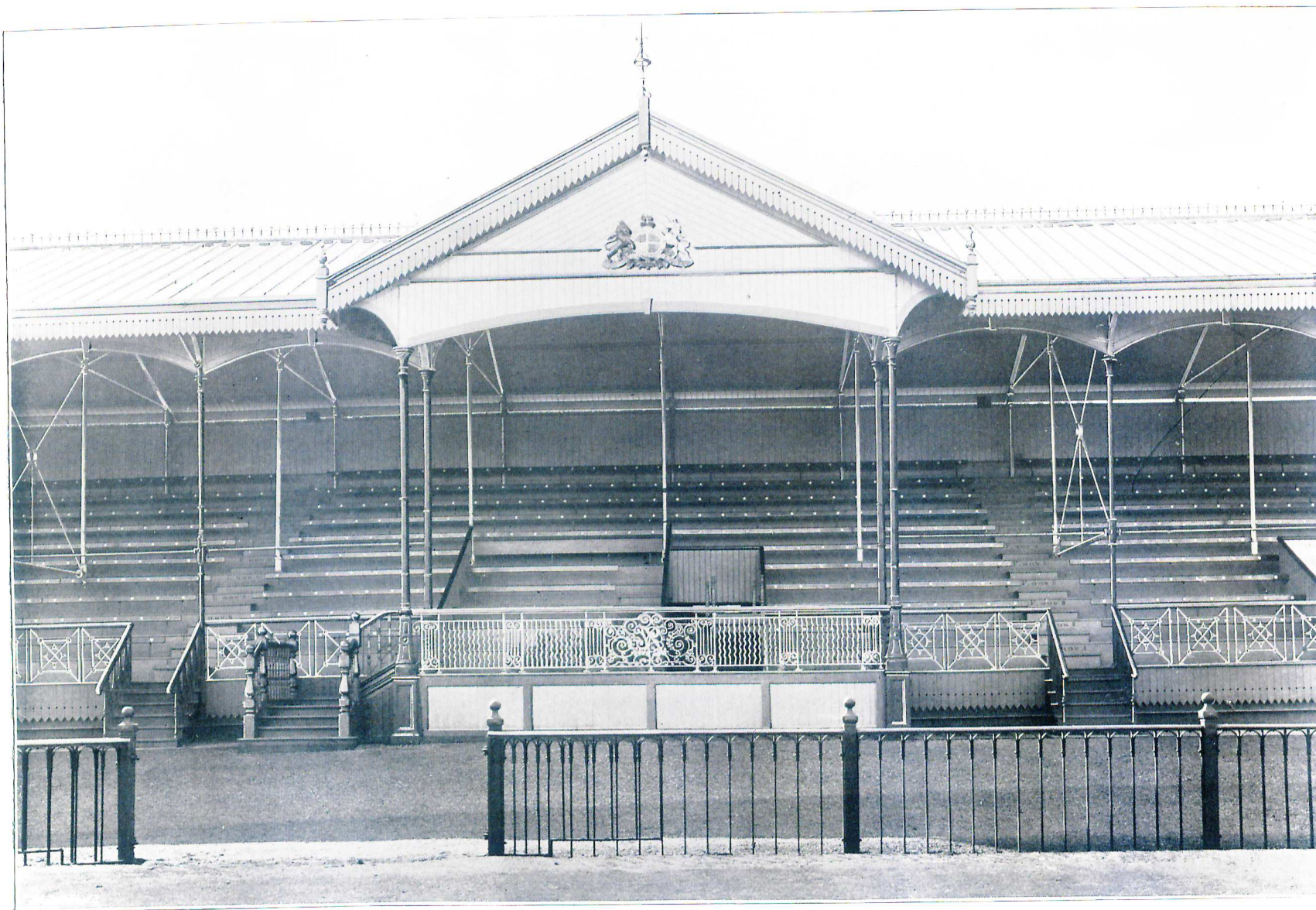
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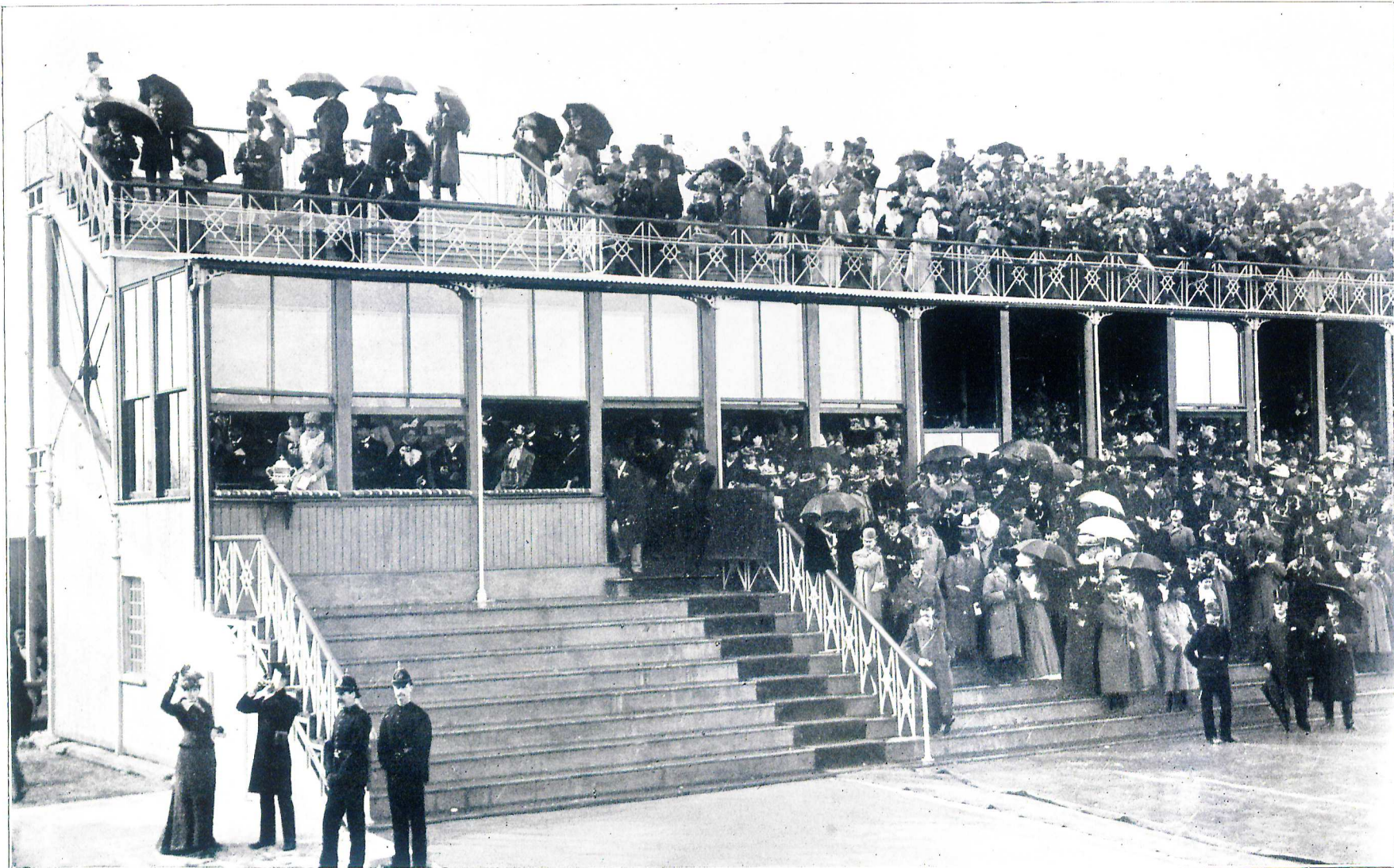


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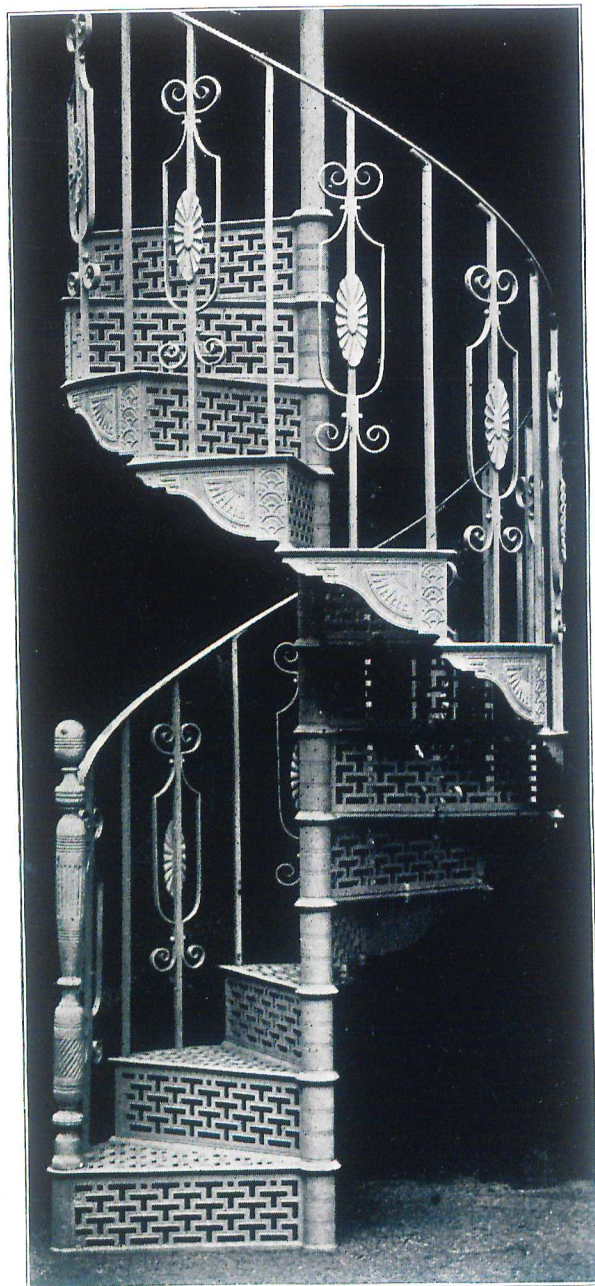
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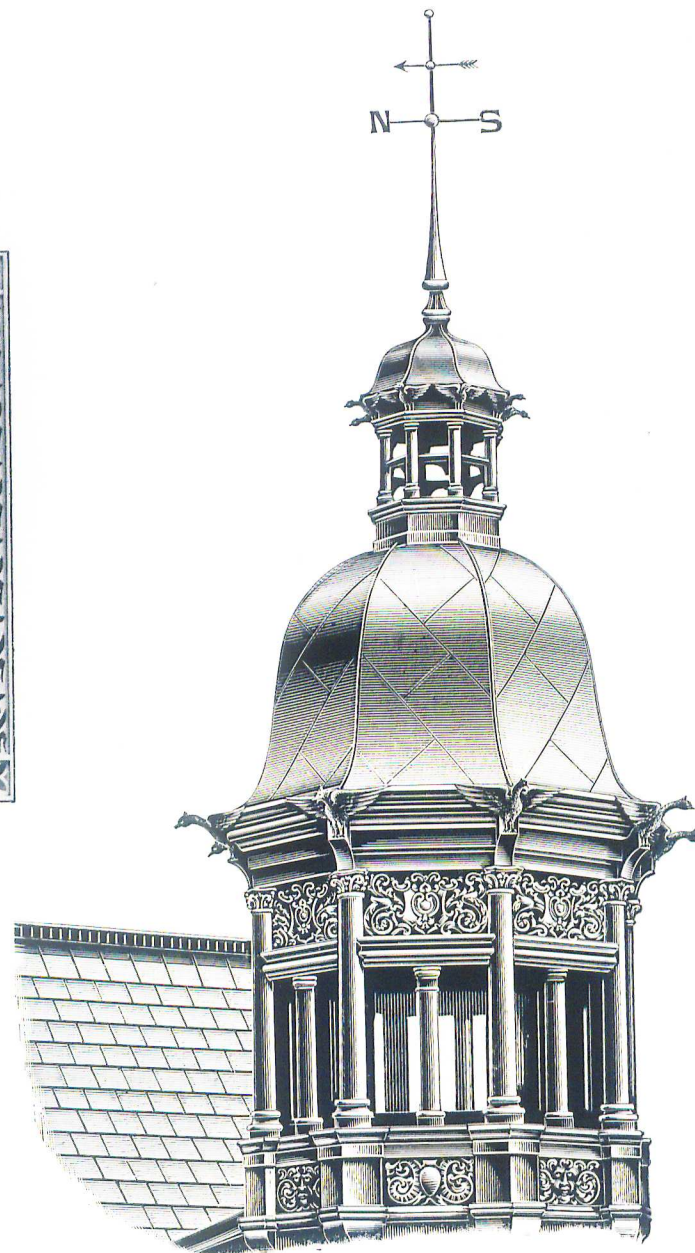


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